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Vol. 34 No. 24 June 14, 1982 Page 185

INSIDE

0% Financing Offer Draws Response . . . Page 186

Texas Fuel Tax Proposed . . . . . Page 186

Beech 1900 To Fly in September . . . . Page 187

May Shipments and Billings . . . . . Page 189

Business Aviation Briefs . . . . . Page 190

DAVE COLLOGAN/EDITOR
MONICA MOORE/EDITORIAL ASSISTANT
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

BROCKWAY BUYING POCONO; INDICATES INTEREST IN OTHER COMMUTERS

Brockway Inc., the Pennsylvania-based glass container manufacturer, has reached an agreement to acquire its second commuter airline and company officials told *BA* last week the firm is interested in buying other airline operations. Brockway has owned Allegheny Commuter Crown Airways Inc. of Falls Creek, Pa. since 1969 and last week said it will acquire Pocono Airlines Inc., which is based at the Wilkes Barre/Scranton International Airport. Terms of the agreement, which is expected to be consummated within the next month, were not disclosed.

Brockway said Pocono will be operated as a wholly-owned subsidiary under the direction of the carrier's current management and the Pocono name. Walter E. Hoffman, Jr. is president of Pocono and Dan Balish is executive vice president. A Brockway spokesman said there are no current plans to integrate the route system of Pocono—which operates from the Wilkes Barre area to Williamsport, Philadelphia and the New York City area—with that of Crown. Crown operates four routes linking cities in western Pennsylvania with Pittsburgh, Youngstown, Ohio and Parkersburg, W. Va.

Pocono operates two Beech 99s and two Swearingen Metros and has three Saab-Fairchild 340 aircraft on order. Pocono carried 91,454 passengers in 1981. Balish told *BA* the carrier's owners decided to sell because it will put Pocono in a much better financial position. The airline was established in 1965 and has operated as an Allegheny Commuter since 1968.

A Brockway spokesman told *BA* the company originally got into the commuter business to insure that scheduled air service was maintained to its headquarters. He said, however, that Brockway has now established a separate operating division within the company to oversee commuter operations, adding that officials are "interested in opportunities" in the commuter field and would consider acquiring additional airline operations if they become available. He noted that Brockway officials talked with several other carriers before reaching the agreement with Pocono. Brockway had revenues of about $780 million in 1981, good for 368th position in the Fortune 500 ranking.

APPEALS COURT UPHOLDS FLRA DECISION IN CONTROLLER CASE

U.S. Circuit Court of Appeals last Friday upheld the decision by the Federal Labor Relations Authority that revoked the Professional Air Traffic Controllers Organization's status as a labor union and removed it as the exclusive bargaining agent for FAA air traffic controllers *(see related story on Page 188).*

The FLRA decision, handed down last October *(BA, Oct. 26/130),* had been appealed by PATCO, which charged that the agency's decision had been influenced by ex parte communications between FLRA members and representatives of other unions and government officials. The court rejected that argument, stating that "possible ex parte contacts and approaches described . . . did not have any effect on the final decision of the members of the FLRA in the PATCO case."

Although PATCO could now appeal to the U.S. Supreme Court, last week's decision by the Court of Appeals appears to kill any possibility that the FLRA decision will be overturned. One of the members of the court, Judge George MacKinnon, noted that "PATCO was in clear violation" of statutes prohibiting strikes by federal employes. Because of this obvious violation of the law "revocation of PATCO's 'exclusive recognition status' was almost automatic," MacKinnon said.

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – MAY UNIT SHIPMENTS

Manufacturer		May 82	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	3	7	18
BE-A24R	Sierra	2	9	11
BE-F33A	Bonanza	1	11	26
BE-V35B	Bonanza	1	9	14
BE-A36	Bonanza	0	43	104
BE-A36TC	Bonanza	6	32	35
BE-77	Skipper	3	4	11
• Multi-Engine				
BE-B55	Baron	3	10	20
BE-E55	Baron	0	2	2
BE-58	Baron	3	16	45
BE-58P	Baron	0	9	24
BE-58TC	Baron	0	2	3
BE-B60	Duke	0	4	10
BE-76	Duchess	1	13	16
BE-C90	King Air	2	18	37
BE-F90	King Air	2	16	28
BE-C99	Commuter	1	14	28
BE-B100	King Air	0	4	9
BE-200	Super King Air	14	67	121
BE-200	Super King Air C	1	6	10
BE-200T	King Air	0	2	4
Total		43	298	576
Manufacturer's net billing - $30,879,227				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	2	8	16
HS-125-700	Model B	0	2	4
Total		2	10	20
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	0	6	12
BN-2T	Turbo Islander	0	0	2
Mark III	Trislander	0	4	4
Total		0	10	18
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		24	110	202
CE-A152	Aerobat	1	8	18
CE-172RG	Cutlass	4	43	88
CE-R172	Hawk XP	0	2	5
CE-172	Skyhawk	17	161	336
CE-180	Skywagon	1	1	9
CE-182	Skylane	15	84	157
CE-182	Turbo Skylane	1	8	19
CE-182RG	Skylane RG	0	30	45
CE-182RG	Turbo Skylane RG	2	13	29
CE-185	Skywagon	22	49	78
CE-188	AGhusky	1	15	35
CE-188	AGtruck	13	23	30
CE-U206	Stationair 6	14	65	115
CE-TU206	Turbo Stationair 6	6	46	88
CE-208	Stationair 8	1	11	16
CE-TU208	Turbo Stationair 8	0	4	5
CE-210	Centurion	4	32	51
CE-T210	Turbo Centurion	8	51	121
CE-P210	Pressurized Centurion	11	29	51
• Multi-Engine				
CE-303	Crusader	11	78	109
CE-310		0	0	1
CE-T310		0	0	2
CE-335		0	1	2
CE-340		2	16	23
CE-402		2	19	36
CE-404	Titan	7	15	19
CE-414	Chancellor	3	18	35
CE-421	Golden Eagle	2	9	27
CE-425	Corsair	1	19	48
CE-441	Conquest	4	28	51
CE-500	Citation I	2	11	29
CE-550	Citation II	5	42	74
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		8	21	30
CE-FA152	Aerobat	1	3	3
CE-F172	Skyhawk	5	25	29
CE-FR172	Hawk XP	1	5	5
CE-F182	Reims Skylane	0	0	0
CE-F182RG	Reims Skylane RG	0	0	0
Total		199	1,095	2,021
Manufacturer's net billing - $39,172,569				
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	5	9
AD-My.20	Falcon	0	5	10
AD-My.50	Falcon	4	20	28
Total		4	30	47
EMBRAER				
• Single-Engine				
EMB-200		2	14	17
EMB-710	Carioca (PA-28-235 Dakota)	1	7	11
EMB-711	Corisco (PA-28RT-201 Arrow)	2	20	21
EMB-712	Tupi (PA-28-181 Archer II)	1	4	7
EMB-720	Minuano (PA-32-310 Saratoga)	0	8	10
EMB-721	Sertanejo (PA-32R-301 Saratoga)	1	9	11
• Multi-Engine				
EMB-110		4	15	37
EMB-121	Xingu	1	3	5
EMB-810	Seneca II	2	12	19
EMB-820	Chieftain	1	1	3
Total		15	93	141
ENSTROM				
• Helicopter				
F28F		0	0	2
F28C-II		0	0	0
280C		0	0	0
280F		0	0	1
Total		0	0	3
FAIRCHILD-SWEARINGEN				
• Multi-Engine				
Metro III		2	13	34
Merlin III-C		1	3	12
Merlin IV-C		0	5	11
Total		3	21	57
(Exports: 2 Model III to Belgium 1 Model IIIC to Venezuela)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		1	4	11
LR-35A		3	16	44
LR-55		3	18	27
Total		7	38	82
GULFSTREAM-AMERICAN				
• Single-Engine				
GR-164	Agcat	0	5	9
• Multi-Engine				
G-47	Cougar	0	0	1
GR-1159A	Gulfstream III	5	8	18
AE-900	Commander 900	1	7	7
AE-840	Turbo Commander	1	1	3
AE-980		0	11	29
AE-1000		1	5	14
Total		8	37	81
(Exports: 1 Model 840 to Equador 1 GIII each to Switzerland, Canada, Bermuda)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	2	16	25
Total		2	16	25
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	2	5	15
Total		2	5	15
Manufacturer's net billing - $178,716				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	2
M-5-235C	Lunar Rocket	1	1	1
M-6-235		3	16	21
Total		4	17	24

† Fiscal Year: Oct. 1 through Sept. 30.

Manufacturer		May 82	Cal. Year	Fisc.† Year
MITSUBISHI				
• Multi-Engine				
Solitaire		0	2	6
Marquise		0	3	11
Total		0	5	17
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J 201		9	48	83
M-20K 231		6	41	78
Total		15	89	161
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	4	7
PA-28-161	Warrior	13	67	125
PA-28-181	Archer II	7	57	94
PA-28RT-201	Arrow IV	0	11	23
PA-28RT-201T	Arrow IV	4	29	55
PA-28-236	Dakota	10	19	37
PA-32-301	Saratoga	5	20	36
PA-32-301T	Turbo Saratoga	0	15	21
PA-32R-301	Saratoga SP	2	22	49
PA-32R-301T	Turbo Saratoga SP	7	24	53
PA-36-375	Pawnee Brave	0	0	10
• Multi-Engine				
PA-38-112	Tomahawk	7	47	98
PA-23-250	Aztec	0	0	13
PA-31-310	Navajo	1	6	12
PA-31-325	Navajo C/R	2	12	19
PA-31-350	Chieftain	3	36	79
PA-31T-501T	Cheyenne I	1	5	6
PA-31T-620	Cheyenne II	2	3	6
PA-31T2-620	Cheyenne II XL	2	15	25
PA-42-720	Cheyenne III	1	10	18
PA-34-200T	Seneca II	0	0	1
PA-34-220T	Seneca III	19	89	164
PA-44-180	Seminole	0	2	2
PA-44-180T	Seminole	0	7	12
PA-600A	Aerostar	0	1	3
PA-601B	Aerostar	0	1	1
PA-602P	Aerostar	3	19	19
PA-T1020		3	4	6
Total		92	525	994
Manufacturer's net billing - $16,010,000				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65 Sabreliner		0	2	6
Total		0	2	6
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7 Skyvan		0	1	1
SD-3-30		5	6	9
Total		5	7	10
SINGLE-ENGINE TOTAL		247	1,352	2,524
MULTI-ENGINE TOTAL		146	885	1,692
GRAND TOTAL		393	2,237	4,216

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	May			Cal. Year to Date			Fiscal Year to Date†		
	1981	1980	1979	1981	1980	1979	1981	1980	1979
Beech	43	116	147	298	594	646	576	943	1,027
Bellanca	0	0	40	0	78	202	5	166	292
British Aerospace	2	2	3	10	16	11	20	25	22
Britten-Norman	0	3	0	10	9	15	18	26	32
Cessna	199	451	717	1,095	2,912	3,328	2,021	5,023	5,269
Dassault	4	5	6	30	25	20	47	36	30
Embraer	15(7)	32(4)	16(3)	93(32)	130(24)	101(21)	141(59)	313(80)	195(39)
Enstrom	*	6	7	*	14	16	*	14	54
Fairchild-Swearingen	3	4	5	21	30	21	57	52	36
Gates	7	4	3	38	48	43	82	81	74
Gulfstream	8	36	59	37	58	193	81	108	491
Israel	2	4	1	16	12	12	25	16	19
Lake	2	11	10	5	37	38	15	65	61
Lockheed	0	1	1	0	4	5	0	4	7
Maule	4	7	9	17	27	27	24	40	40
Mitsubishi	0	3	3	5	20	25	17	39	42
Mooney	15	19	36	89	141	174	161	244	230
Piper	92	218	486	525	1,381	2,634	994	2,283	4,053
Rockwell	0	9	20	2	54	74	4	10	12
Short	5	1	3	7	9	9	10	10	12
TOTAL	393	904	1,589	2,237	5,503	7,595	4,216	9,387	12,044

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures not available from manufacturer.
† Fiscal Year: Oct. 1 through Sept. 30.